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CLASSIFICATION <u>SECRET</u>		
COUNTRY <u>East Germany</u>	REPORT NO. <u></u>	
TOPIC <u>Briesen Airfield</u>		
EVALUATION <u></u>	PLACE OBTAINED <u></u>	25X1
DATE OF CONTENT <u></u>		25X1
DATE OBTAINED <u></u>	DATE PREPARED <u>26 October 1955</u>	25X1
REFERENCES <u></u>		
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REMARKS <u></u>		25X1
This is UNEVALUATED Information		

[Redacted]

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1. The following air activity and aircraft were observed at Briesen airfield between 21 September and 3 October 1955:

21 September. Between 0800 and 1600, there was air activity by IL-28s and Uil-28s with [Redacted] auxiliary fuel tanks. The weather was favorable. A total of 41 IL-28s and/or Uil-28s were parked on the dispersal area along the southern taxiway.

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22 September. After 1100, IL-28s and Uil-28s [Redacted] took off, temporarily flew in regimental formation, then dispersed, flew individually and, after a flight time of about 45 minutes, landed at the field.

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24 September. At 1150, 26 IL-28s crossed over the field, flying from east to west. The aircraft turned west of the field, and then headed east toward the field. They flew in 8 wedge formations of 3 followed by 2 individual aircraft. Shortly before approaching the field, all aircraft lowered their landing gears and descended to about 1,000 meters. When flying east of the field, the aircraft again turned, while dispersing formation. Heading west, the aircraft crossed over the field, keeping a distance of about 1,000 meters between one another. It could not be observed if the aircraft again assembled in formations west of the field. The aircraft did not land at the field but they retracted their landing gears after the individual flights across the field.

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[Redacted]. At 1610, one Li-2 landed at the field. At 1800, 47 jet bombers and 1 Li-2 were parked on the dispersal areas, along the southern taxiway.

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26 September. Between 2300 and 0100, when the moon was shining brightly, 10 flights were made by IL-28s, which remained aloft for about 20 minutes.

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29 September. At 1000, 18 jet bombers flying in 6 flight formations aft of each other headed west. The distance between the aircraft was about 1,000 meters. There was a 7/10 overcast at an altitude of 4,000 meters. The aircraft returned to the field at 1200 and landed within exactly 12 minutes.

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30 September. After 0800, when the weather was favorable, 40 jet bombers individually took off at intervals of 2 minutes and headed west. Some of the aircraft were fitted with auxiliary fuel tanks. It could not be observed if the aircraft assembled in formation. At 1400, the aircraft returned from the west and landed within 19 minutes. At 2200, in clear moonshine, 14 jet bombers took off at intervals of 15 to 20 minutes. Each aircraft remained aloft for about 25 minutes.

1 October. After 0800, individual IL-28s and UIL-28s took off at intervals of 15 minutes and headed west. The sky was partially overcast. Each aircraft remained aloft for 30 to 35 minutes. The total number of aircraft involved in air activity could not be observed. Air activity was discontinued at 1400. Afterwards, 51 jet bombers were observed on the field, including 44 along the southern taxiway and 7 in the revetments around the field. Throughout the day, the air force soldiers on the field did not drink any alcohol, because a general had arrived at the field.

2 October. During the morning, individual flights were made by jet bombers, one of which had an accident. This aircraft, which approached from the east for landing, flew at an altitude of 2,000 meters with extended landing gear approximately 1,000 meters east of the field. Although this aircraft apparently wanted to land, it did not descend, but suddenly dived almost vertically down to 100 or 150 meters. Then it pulled up to about 800 meters, and suddenly pitched down, breaking its rudder, which whirled through the air and came down near the flight control station. The engines were apparently running at high speed, as the aircraft crashed onto the southern taxiway. The landing gear was torn off in the crash and thick smoke developed. However, the aircraft did not catch fire. The [redacted] distorted rudder [redacted] lay at least 500 meters from the aircraft itself. From a distance no major damages could be recognized on the plane, except for the missing rudder and landing gear. [redacted] after the accident at 1150, air activity was immediately discontinued.

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At 1800, a total of 51 jet bombers were observed on the airfield. The damaged plane and 29 aircraft were seen along the southern taxiway and 21 in the revetments.

3 October. At 1100, when the weather was almost cloudless, 18 IL-28s took off to the east, within 4 minutes and 45 seconds. The aircraft assembled in 6 wedge formations of 3 and headed north. Approximately over the Koenigswusterhausen area, the formation turned to the west and disappeared in this direction. The formation returned at 1500. All 18 aircraft landed within 7 minutes.

After 30 September, more aircraft were stationed at the field than previously. The arrival of the additional aircraft could not be observed, except for the 4 planes which had landed on 24 September.

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Comment. The two IL-28 units stationed at Briesen airfield participated in exercises held by the Third Shock Army in the Letzling Heath area. In connection with these sorties, bombs were dropped over the training field. The increased aircraft strength indicates that aircraft of another regiment, presumably from Werneuchen, were temporarily stationed at the field. The intermediate landing fields used during the cross-country flights on 30 September and 3 October 1955 have not been determined.

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